

AC NO.: 20-60

DATE: 7/18/68



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: ACCESSIBILITY TO EXCESS EMERGENCY EXITS

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1. **PURPOSE.** This circular sets forth **acceptable** means but not the only means of compliance with **the** "readily **accessible**" provisions in the Federal Aviation Regulations dealing with **excess** emergency exits.
 2. **REFERENCES.**
 - a. Federal Aviation Regulations (FAR) **25.807(c)(8), Airworthiness Standards: Transport Category Airplanes.**
 - b. Federal Aviation Regulations (FAR) 121.313(j), Certification and Operations: Air Carriers and **Commercial** Operators of large Aircraft.
 3. **BACKGROUND.** The referenced regulations **require**, in part, that excess emergency exits be "readily accessible." **Questions** have been raised as to what access arrangements would be acceptable under this provision. Several acceptable means of compliance are outlined below..
 4. **ACCEPTABLE MEANS OF COMPLIANCE.**
 - a. A **Type I or Type II** excess emergency **exit is** "readily **accessible**" under the referenced regulations if access is provided from the aisle: (1) by means of an unobstructed passageway at least 20 **inches** wide; (2) by means of an unobstructed passageway at least 20 inches wide at the outboard seat location and at least 15 inches wide **at** the inboard seat locations; **or** (3) by removing the outboard seat nearest the centerline of the exit, and by establishing two unobstructed passageways (one forward, and one aft, **of** the row from which the outboard seat was removed) each at least 8 inches wide. For the purpose of **this** Advisory Circular, the unobstructed passageway width is determined in each instance with seat backs in the upright position and with seat padding compressed to **simulate** the effect of **an evacuee moving through the passageway.**
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- b. A Type III or Type IV ~~excess~~ emergency exit is "readily accessible" if ~~access~~ is ~~provided~~ from the aisle in accordance with FAR 25.813(c) or FAR 121.310(f)(3) ~~except~~ that the outboard seat back (as well as the inboard ~~seat~~ backs) may obstruct the projected exit opening when reclined.


acting Director
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